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REPORT NO. [REDACTED]

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## INFORMATION REPORT

CD NO.

COUNTRY USSR (Kuibyshev Oblast)

DATE DISTR. 5 May 1950

SUBJECT Observation of Aircraft above and on the  
Airfield of Plant No. 1/18 in Kuibyshev

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NO. OF PAGES 2

PLACE  
ACQUIRED [REDACTED]NO. OF ENCLS. 2  
(LISTED BELOW)DATE OF  
INFO. [REDACTED]

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SUPPLEMENT TO  
REPORT NO. [REDACTED]

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[REDACTED] observed the flying activity [REDACTED] during  
building work in the workmen's colony near airframe plant No. 1/18 in  
Kuibyshev-Bezmyanka.

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## 1. Location:

The aircraft plant, called Stalin by the Soviets, was some 100 meters SE  
of the Kuibyshev-Bezmyanka railroad station, adjoining the plant's airfield  
on the east.

## 2. Work force in Stalin Plant:

Soviets said: 27,000.

## 3. Work force in Lenin engine plant:

Soviets said: 24,000.

## 4. Three-shift work in the two plants.

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## 5. Observation of aircraft [REDACTED]

a. From early 1947 to mid-1948, small, fast planes without sweep-back.  
On top of the fuselage a tube belching fire and smoke during flight.

b. After the middle of 1948, a swept-wing type of jet fighter appeared  
(see sketch 1). [REDACTED]

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[REDACTED] the air-inlet opening as fishmouth-shaped.  
As the fuselage was very slender, [REDACTED] the pilot had to lie,  
but had no proof.

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c. [REDACTED] German women in the market of  
Kuibyshev [REDACTED] told that their husbands had designed these planes.

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6. Observation of aircraft

a. confirmed the statements 5a to 5c and supplemented and/or corrected them as follows:

b. Sketch of jet fighter with swept-back wing, see sketch 2. Span about 7 to 8 meters, length about 9 to 10 meters.

c. From the Lenin plant large engines, presumably radial engines, were sent to the Stalin plant on trucks and were fitted into four-engine planes. First observation of four-engine planes in the middle of 1948 (sketch 3):

Description of four-engine plane:

Span: 30 to 35 meters

Length: 28 to 30 meters

Large radial engines, three-bladed propellers

Fuselage: glazed at forward end.

Soviets said the four-engine planes were not built in Kuibyshev.

Comment:

The stated numbers of workmen in the aircraft and engine works in Kuibyshev probably correspond to the war strength of these plants. The actual number of workmen is estimated at about 2/3 of the above figures on the basis of the available reports. The type of aircraft described under 5a has not been reported. If the description "tube on top of fuselage" is correct, it might be an improved type of ground attack plane with an intermittent propulsive duct JUMO-226, EF-126 ELLI developed by "Special Bureau 1, Junkers/Dessau." The experimental planes of this type were transferred to the Soviet Union in 1946/1947, reliable statements on the continuation of this kind of work, however, were lacking after that date. It seems rather improbable that such a striking aircraft with the typical noise made by its power unit would have remained unobserved.

It can hardly be doubted that any trial or copy of the Volksjaeger (literally: The People's Fighter), characterized by a similar silhouette, but normal turbojet noise, would have roused the attention.

It therefore seems more probable that it is an error in observation. The statement to the effect that the first swept-wing jet fighter was observed there as early as in the summer of 1948, has been made previously. In this case, however, it can only be an experimental series as, at that time, all reports unanimously agree that the MIG-9 series was under construction according to the established rate output.

2 Annexes: 3 sketches of Aircraft observed over the airfield of plant No. 1/18 in Kuibyshev.

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